

Another Frightful Calamity.

WFUL SACRIFICE OF HUMAN LIFE.

SHOCKING ACCIDENT

ON THE

NEW HAVEN RAILROAD.

The Precipitation of a Train of Passenger

Cars into the Norwalk River.

ORTY-FIVE LIVES LOST.

Several Persons Seriously Injured.

Names of the Killed, Wounded, and Saved.

THE CAUSE OF THE DISASTER.

Interesting Statements by Eye-Witnesses.

THRILLING INCIDENTS.

MIRACULOUS ESCAPES.

So, So, So.

It becomes our melancholy duty to record another

fatal and disastrous accident, in addition to the long list

of those which have occurred in different parts of the

country during the last few months. About 12 o'clock

yesterday we received a telegraphic despatch from Nor-

walk, containing the announcement and some of the particu-

lars of a terrible railroad disaster which happened at

about 10 o'clock in the morning. The intelligence

created a profound sensation throughout the city

and the New Haven train, consisting of four

passenger and two baggage cars, left this city

at 8 o'clock yesterday morning, bound

for reaching the bridge at Norwalk, the loco-

otive, tender, one baggage and one passenger car

and a half, ran off into the river, which at this

place is over six feet deep. Some idea may be formed of

the momentum from the fact that the locomotive cleared

a distance of about thirty feet, nearly reaching the

abutment in its descent to the water. There is no doubt

however that the accident is a calamity which can be called—

as caused by the carelessness of the engineer. It appears

that the drawbridge was raised to admit the passage

of the steamboat Pacific, the usual signal was displayed

by the person in charge. The conductor, Mr. Comstock, was in

the second car, but escaped with several severe, though not

serious, injuries. Among the passengers were several

physicians who had attended the late convention of the

Medical Association, held in this city, and who were on

their way home. Of these, about six are reported as

killed, and many injured. The number of dead bodies

recovered, according to the latest accounts, is forty-five,

of which several are so horribly mangled and disfigured

as to render recovery impossible.

The express agent was sitting on a trunk in the baggage

car, and escaped by forcing his way through the

roof, but is badly wounded. A newboy in the broken

car escaped unhurt. An infant, in the care of an aunt,

and on its way to its parents in Springfield, was saved,

but the aunt was killed. Immediately after the accident,

presented a scene of indescribable confusion and excitement.

Horror was depicted on every face, and the great

indignation prevailed towards those whose negligence

was the cause of the accident. The wounded had

ample medical attendance, and all possible assistance

has been rendered by the ladies of Norwalk and the citizens

generally. We may state here that the mails and most

of the baggage are saved, but in a damaged condition.

When the news of the accident was received at the hotels

in this city the friends and relatives of those who

had left in the fatal train were in a state of the most in-

teresting anxiety, waiting the particulars of the disaster.

Several proceeded to the railroad depot to ascertain their

falls—to learn of their sudden and violent death.

The following are the names of the passengers who

boarded at the different hotels, and who left by the

8 o'clock train:—

DEPARTURES FROM THE UNION PLACE HOTEL.

Jonathan Trotter, Esq., President of the Board of

Assistant Aldermen, in company with his two friends, G.

Flint Spear and James Bishop, of New Jersey, and Dr.

P. Salem, Mass., together with several other

gentlemen, left the Union Place Hotel, after breakfasting

together, and were all in the first passenger car that

went down. Mr. Spear, Mr. Trotter and Mr. Bishop

escaped by crawling through one of the windows, while

the car was full of water, and have returned to the

Union Place Hotel, badly injured. Dr. P. Salem, of Salem,

was killed. George W. Pomeroy, Esq., of this city,

placed his wife and little boy in charge of Mr. Spear, at

Twenty-seventh street, just as the cars started. Mr.

Spear succeeded, by almost superhuman exertions, in

saving the boy, but Mrs. Pomeroy was killed. Mr. Spear

returned several times under the water to the cars, but

was unable to save her; he however succeeded in saving

two other boys. Major Everett Camden and lady also

left the Union Place Hotel, and escaped.

In addition to those we have already mentioned as

having left the Union Place Hotel by the 8 o'clock

train, are the following:—

W. Stoddard, and

C. Miller, of Boston.

Mr. Holt and lady, of New Haven.

Mr. Switzer, and

Mr. Plummer, of Maine.

Major L. Camden and lady, of New Haven.

DEPARTURES FROM THE METROPOLITAN.

E. W. Peck, Burlington, Vt.

Miss Clark, Boston.

Mr. B. Bartlett, Maine.

Mr. Barton, Springfield, Mass.

DEPARTURES FROM THE IRVING.

J. L. Kneadley and lady, Boston.

Dr. Woodward, Woonsocket, Mass.

Mr. Harris, three children and servant, including in

their party Messrs. E. and W. Dunbar, Montgomery, Ala.

DEPARTURES FROM THE AMERICAN.

Mr. Curtis and lady, Steubenville, New York.

Mr. Chambrune and daughter, Racine.

Dr. Bush, Boston.

DEPARTURES FROM THE ST. NICOLAS.

Dr. F. M. Warren and family, Boston.

J. G. Grant, Richmond, Va.

The last named gentleman is reported severely injured.

DEPARTURES FROM THE COLUMBIAN.

Mrs. and Miss Hubbard and Miss Clarkson left this hotel

yesterday morning, but being too late for the 8 o'clock

train, they went in the eleven o'clock train for Bridgeport.

DEPARTURES FROM THE HOWARD.

Hungerford, New York.

Dr. Gray, Springfield.

Miss Willard, Springfield.

Dr. Hookbridge, Bath, Me.

Dr. Daniel Thompson, Northampton, Mass.

Edward Sharps, Waterville.

Dr. John Benson, Waterville, Me.

INCIDENTS OF THE DISASTER.

The engineer and the watchman at the bridge do not agree

in their account as to the signal, the engineer asserting

that the ball, which served as a signal, was up, signify-

ing that all was right, while the other maintains that it

was down. The engineer and fireman have both been ar-

rested.

Mr. Fuller, the baggage-master, was aware, but too late

of the danger, and started himself to receive the

shock. He was taken out by a boat from his perilous situ-

ation. From the manner in which the cars were thrown

it was impossible to get at the dead bodies until

holes had been cut in the roofs. At the time of the ac-

cident it was high water.

Among other touching incidents, a gentleman and

lady who were among the saved got separated in the

confusion, and each imagined for some time that the

other was killed.

Statements of Passengers.

In addition to the foregoing particulars, we have re-

ceived the following communications from two passen-

gers:—

STATEMENT BY A PASSENGER.

TO THE EDITOR OF THE NEW YORK HERALD.

One of the most terrible and fatal accidents that your

paper has ever chronicled occurred here this morning

about fifteen minutes past nine, by which no less than

fifty souls have been sent to eternity. I started from

New York about eight o'clock, in company with a great

many of my friends, for Boston; and all passed off in the

usual manner until we neared Norwalk, where the

bridge was left open, and melancholy to relate, three

cars and the engine were precipitated into the river, a

distance of about thirty feet from the bridge. The con-

cussion in the last car was very violent, and it was not

until I leaped out of it that I knew the extent of the

awful catastrophe, which baffled description. With-

out a delay, I hurried to the edge of the

bridge, and there, my horror, I beheld a scene that I

shall not forget until the day I die. The engine was

struck deep into the mud on the far side, and was followed

by a baggage, smoking and two passenger cars, all of

them being totally submerged beneath the surface of the

water. The engineer, Mr. Tucker, had a most miraculous

escape with his life, but the conductor, Mr. Comstock,

did not fare so well. He was in the smoking car at the

time, and escaped out of the door into the river; there he

was pulled under water three times by the drowning cars,

but eventually succeeded in reaching the shore in a

very exhausted condition, his head being severely

bruised, his face disfigured, and his wrist dislocated.

The melancholy and heart-rending portion of my story

yet remains to be told. Both of the passenger cars, I

said before, were wholly submerged in the water, the

side being full high at the time, and the loss of life was

of course very great. There were, in fact, only about eight

or seven persons who escaped with their lives; all the rest,

amounting to nearly fifty persons, were drowned. These

two cars were the only ones in which any lives

were lost. The baggage car, as I said before, was

smashed to pieces. The baggage-master, Mr. Fuller, who

was reported as dead, had a very fortunate escape. A few

seconds before the accident took place, knowing that

something was wrong, he ran to the door of his car, but

could not get out. He then braced himself firmly in the

car and prepared for the crash, which took place in a

few seconds. The car being broken, he escaped through the

wreck unhurt, with the exception of a deep cut

across the nose.

As soon as possible the bodies of the unfortunate beings

in the two passenger cars were fished up, and laid out in

the depot and engine room, where an anxious crowd

of spectators were endeavoring to identify the bodies. These

killed were for the most part men—many of whom were

medical men who were returning from the convention

held in New York a few days ago. Men were engaged

up to a late hour last evening in removing the

wreck. The excitement in the town is intense, and

everybody is of opinion that the accident was caused

by the negligence of the engineer, who was properly

warned, by the lowering of a ball, that the bridge was

up, and that he never heeded the signal, and drove the

cars, at the rate of about twenty miles an hour, into the

middle of the Norwalk river. The passengers in the

cars which were not pitched into the river were not in-

jured in the least. The most curious portion of the account

is, that only two or three persons were injured, while

not less than fifty souls were, without any warning, hur-

ried before the throne of their Maker. A young married

couple from New York, who were proceeding on the ho-

ney-moon, were both drowned, and were laid out side

by side in the depot. The eight o'clock

train from Boston passed through here about

four o'clock, the bridge having by that time been safely

raised. The cars from New York were crowded with

passengers containing the friends and relations of the

killed. Many a bitter tear was shed by them over the

corpses of those who, if not for the carelessness of the

managers of this road, would be alive and happy, but

now are numbered with the dead. The indignation of

those passengers who were saved was beyond descrip-

tion, several of them alleging that the engineer should

be hung, and others saying he would be shot. This town

is about forty-four miles from your city, and stands on

the banks of the Norwalk river, up and down which

steamboats are continually plying. This melancholy ac-

cident occurred in consequence of a steamboat being let

through the bridge when the train was about due, thus

precipitating the cars right into the bed of the river.

This unfortunate accident will cause deep sorrow in many

hearts all over the New England States, as those who

were lost were chiefly persons residing in the Northern

and Eastern portion of the Union.

VIII.

ACCOUNT BY A PASSENGER FROM BOSTON.

TO THE EDITOR OF THE HERALD.

The dreadful casualty which occurred on the New York

and New Haven Railroad yesterday morning, will have

caused a thrill of excitement, horror, and indignation to

spread throughout the whole community. Railroad ac-

cidents in this country are, God knows, too rare for us

to wonder at their occurrence; but I question if ever

there has occurred, in this or any other country, one so

fatal and deplorable in its results, and so loudly calling

for legal and social denunciation. I was one of the pas-

sengers who left Boston yesterday morning, by the ex-

press train which started at the same hour as that from

New York, which had so melancholy a progress. When

we reached New Haven we casually learned from some

ill-timers about the station that a dreadful accident had

occurred at Norwalk, and that some thirty persons had

fallen victims. This intelligence opened a feeling of

mourning and sadness among such of the passengers

as heard it, but from lack of particulars we knew not how

the truth might be. As we progressed, however, the

truth of the rumor became more apparent, the excite-

ment more intense. In Bridgeport the train was crowded

to suffocation with persons proceeding to the scene of